

SURFACE



The recapitalization of Coast Guard surface assets is well underway. In February 2003, the 110-foot cutter USCGC MATAGORDA became the first Island-class patrol boat to enter Bollinger Shipyards in Lockport, LA, to undergo conversion to a 123-foot vessel with upgraded operational



The 110-foot USCGC MATAGORDA was transported to Bollinger Shipyards as the first Island Class cutter to receive extensive modernization, capability upgrades and conversion to a 123-foot vessel.

capabilities. The MATAGORDA's modernization is scheduled to take about nine months, but future conversions should take approximately six months. Modifications include a stern ramp to enhance small boat launch-and-recovery operations, a renovated pilothouse offering a 360-degree view,

| SURFACE MILESTONES | |
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| November 1, 2002 | Preliminary Design Review of I10-I23 Modification completed |
| November 20, 2002 | National Security Cutter Manning Analysis Requirements completed |
| December 18, 2002 | Critical Design Review of I10-I23 Modification completed |
| January 28, 2003 | Production Readiness Review of I10-I23 Modification completed |
| February 2, 2003 | CGC MATAGORDA arrived Bollinger Shipyards |
| March 11, 2003 | Preliminary Design Review of the National Security Cutter completed |
| March 12, 2003 | Preliminary Design Review of Short Range Prosecutor completed |
| April 25, 2003 | Short Range Prosecutor Prototype Demonstration |
| May 29, 2003 | Short Range Prosecutor Critical Design Review and Production Readiness Review #1 completed |
| June 2, 2003 | Critical Design Review #1 of National Security Cutter completed |
| June 7, 2003 | CGC METOMPKIN arrived Bollinger Shipyards |

and enhanced C4ISR capabilities. A new deckhouse, upgraded berthing compartments, redesigned galley, an improved air-conditioning

system and other enhancements will improve habitability and quality of life for the crew when the cutter is underway. The cutters METOMPKIN and PADRE have followed MATAGORDA into Lockport in summer 2003. With up to four cutters under conversion at a time, a new and more capable 123-foot cutter will be delivered to the fleet approximately every eight weeks.

Modifications also are being performed on the Coast Guard's 210-foot and 270-foot medium-endurance and 378-foot high endurance legacy cutters as part of the Deepwater program to extend their service lives, upgrade capabilities, and improve interoperability until new assets replace them. Upgrades planned include new communications and command-and-control capabilities, sensor upgrades, and provisions for the operation of vertical takeoff-and-landing unmanned aerial vehicle (VUAV) capabilities.

Three new classes of Deepwater cutters will be designed and built from the keel up to perform Coast Guard missions: the National Security Cutter (NSC), the Offshore Patrol Cutter (OPC), and the Fast Response Cutter (FRC). These new, more seaworthy cutters will be designed with reconfigurable spaces that can be tailored for specific missions. All three classes will have stern ramps to enable the cutter's embarked small boats to be launched and recovered more safely and quickly. The cutter's traditional operations will be conducted with fewer crewmembers, more capable and reliable equipment, and more efficient procedures. Larger passageways, for example, will facilitate the movement of people and equipment. Other planned improvements include: large hangars that will accommodate a mix of helicopters and UAVs; a 360-degree bridge to enhance operational awareness and safety; dual-gender berthing to enable more flexible crew assignment; and enhanced stability to enable small boat and air operations in higher sea states.

In April 2003, two subcontracts totaling \$129 million were awarded to Northrop Grumman Corporation's Ships Systems sector initiating detail design and long-lead material procurement for the National Security Cutter. Construction is expected to begin toward the end of 2004, and the first NSC is scheduled to be delivered in 2006. The NSC's preliminary design review has

been completed.

All of the new Deepwater cutters are designed to be outfitted with one or two new small boats: the Long Range Interceptor (LRI) and Short Range Prosecutor (SRP). Any NSC or OPC will be able to carry any combination of the boats depending on mission demands and area of operations. The underway trials for the SRP were successfully completed in April 2003 at



The underway trials for the SRP were successfully completed in April 2003 at Coast Guard Station Curtis Bay, MD. It is anticipated that the SRP will enter the legacy fleet by year's end 2003.

Coast Guard Station Curtis Bay, Md. The 315-horsepower, inboard diesel engine will power the 7-meter SRP at a speed greater than 31 knots when it is fully loaded with up to 10 people. It is anticipated that the SRP will join the legacy fleet in November 2003 with the deployment of the first 123-foot cutter.

As an outgrowth of the joint Coast Guard and Navy National Fleet policy, the Integrated Deepwater System Program Executive Officer signed a Memorandum of Understanding (MOU) with RADM Charles Hamilton II, the Navy's Deputy Program Executive Officer for Ships in 2002. The MOU obligates each program to specify common technologies, systems, and processes critical to both the Navy's Littoral Combat Ship (LCS) and the Coast Guard's future National Security Cutter and other surface platforms. This collaboration will ensure that the IDS program is totally communications interoperable and wholly compatible with Navy recapitalization programs.